

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4481.

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MONDAY, DECEMBER 28, 1903.

一拜禮

號八十月二十年十英港香

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SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 21,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office: YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENSIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.  
E. GOETZ, Esq., H. W. SLADE, Esq.  
C. MICHAEL, Esq., C. A. TOMES, Esq.  
H. SCHUBERT, Esq., E. S. WHEELER, Esq.  
E. SHELLIM, Esq.

CHIEF MANAGER:  
Hongkong: J. R. M. SMITH.

Shanghai: H. M. BEVIS.  
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 3 per cent. per Annum.  
For 6 months, 4 per cent. per Annum.  
For 12 months, 5 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374  
HEAD OFFICE: HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq., J. Scott Harston, Esq.  
Chow Tung Shing, Esq., J. Lau, Esq.

CHIEF MANAGER:  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [961c]

### TO LET.

NO. 1, RIPON TERRACE in FLATS.

No. 4, RIPON TERRACE.  
No. 15, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CON-NAUGHT ROAD (near BLAKE PIER).  
GODOWN No. 34, BLUE BUILDINGS.  
GODOWNS: PRAYA EAST.

Apply to:  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1903. [1434]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [1455c]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1884.  
PAID UP CAPITAL ..... \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office: NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2 per cent. per annum.

On Fixed Deposits:  
For 3 months 2 1/2 per cent. per annum.

" 6 " 3 1/2 " " "

" 12 " 4 " " "

E. F. CROS,  
Acting Manager.

Hongkong, 1st December, 1903. [698d]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:  
GOLD \$7,992,173.37 = about £1,640,000.  
CAPITAL AND SURPLUS AUTHORIZED  
GOLD \$10,000,000 = £2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.

LONDON OFFICE:  
THREEDNEEDLE HOUSE, E.C.

BRANCHES AT:  
SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY,

CALCUTTA.

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESBNER BANK,

COMPTON NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [100c]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 " " " "

5 " " " "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " "

" " " 3 " " "

T. F. COCHRANE,  
Manager.

Hongkong, 24th December, 1903. [11]

### TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GARROD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH,  
Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 12th September, 1903. [916c]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).  
SHANGHAI. LONDON, &c.  
SINGAPORE and BOMBAY. (Calling at Penang if sufficient inducement offers).  
LONDON and ANTWERP VIA SINGAPORE. PENANG. COLOMBO, PORT SAID and MARSEILLES.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th December, 1903. [4]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

#### STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA. ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
"KIAUTSCHOU" ..... WEDNESDAY, 6th January, 1904.  
"BAYERN" ..... WEDNESDAY, 20th January, 1904.  
"SACHSEN" ..... WEDNESDAY, 3rd February, 1904.  
"GERA" ..... WEDNESDAY, 17th February, 1904.  
"SEYDLITZ" ..... WEDNESDAY, 2nd March, 1904.  
"PREUSSEN" ..... WEDNESDAY, 16th March, 1904.  
"ROON" ..... WEDNESDAY, 30th March, 1904.  
"HAMBURG" ..... WEDNESDAY, 13th April, 1904.  
"PRINZ HEINRICH" ..... WEDNESDAY, 27th April, 1904.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 6th day of January, 1904, at Noon, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 23rd December, 1903. [563c]

## Intimations.

### LANE, CRAWFORD & CO.

#### NEW YEAR GOODS!

Fancy Leather Goods in Great Variety.

DECORATIVE TABLE GLASSWARE.

PRETTY DESSERT SERVICES.

### DOLLS AND TOYS.

TOM SMITH'S AND CALEY'S CRACKERS.

GROSSE AND BLACKWELL'S XMAS PUDDINGS!!

HUNTLEY AND PALMER'S XMAS CAKES!!

MUSCATELS. FIGS. METZ FRUITS.

ELVAS AND CARLSBAD PLUMS.

### LANE, CRAWFORD & CO.

Hongkong, 8th December, 1903. [732c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to THE MANAGER.

#### NOTICE

#### TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

MACAO HOTEL.

[41c]

W. FARMER,  
Proprietor.

## Intimations.

### Bovril is Strength.

In these days of increased commercial activity strength and perfect health are needed more than ever. Bovril taken regularly is most strengthening and sustaining. It keeps the system in the very pink of condition.



JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

#### OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honde, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong. [93c]

### H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]



### AQUARIUS COMPANY.

The Aquarius Company's Table Waters are made of pure trouble distilled water only.

Absolute purity can only be obtained by distillation.

AQUARIUS MINERAL WATER.

" SILENT WATER.

" TONIC WATER.

" GINGER ALE.

" GINGER BEER.

" LEMONADE.

" LITHIA WATER.

CALDBECK, MACGREGOR & Co.,  
GENERAL MANAGERS.

15, Queen's Road,  
Hongkong, 12th December, 1903. [22]

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

Hongkong, 22nd August, 1903. JAS. D. M. CAMERON,  
Manager. [555c]

#### GO TO THE

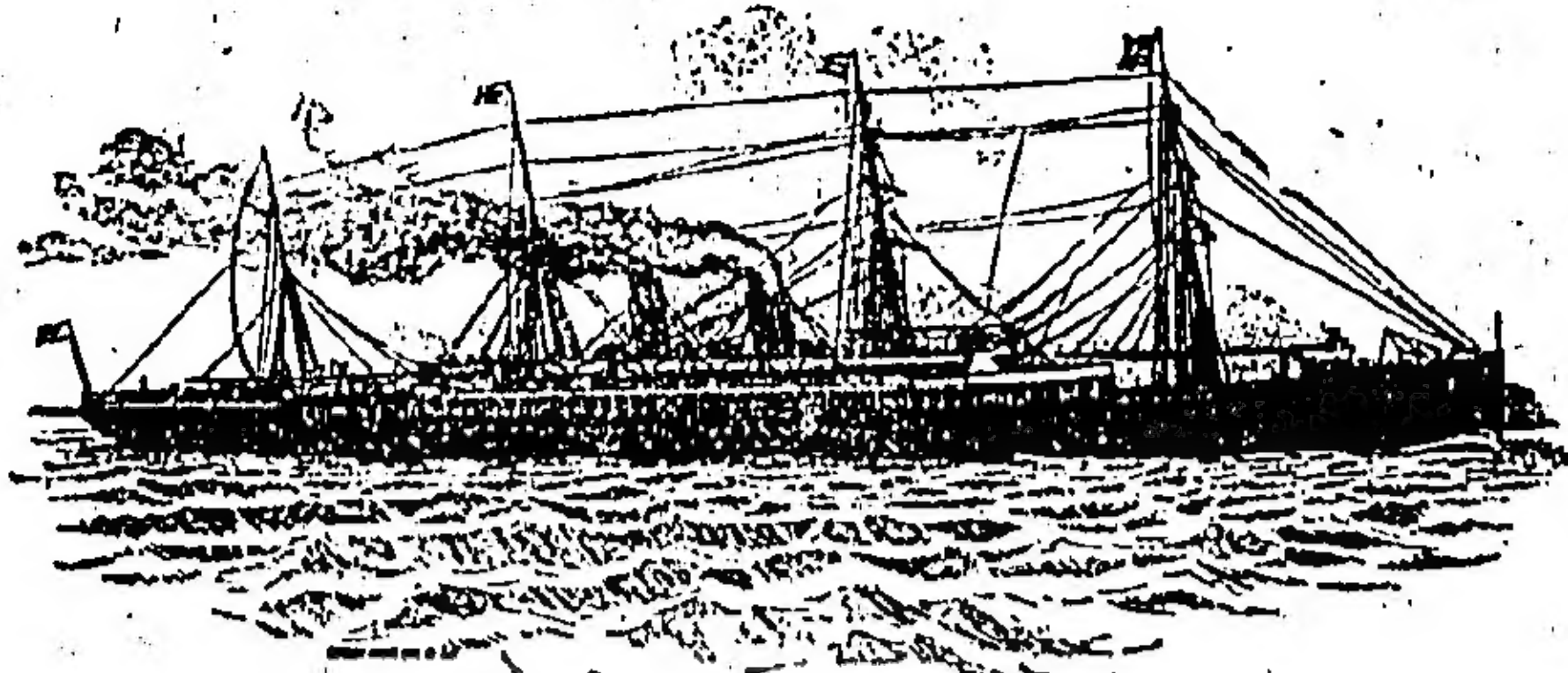
### KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC".....	4,205 Gross Tons.....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.
"NIPPON MARU".....	6,307 ".....	SATURDAY, 6th February, at Noon.
"SIBERIA".....	11,284 ".....	TUESDAY, 13th February, at Noon.
"COPTIC".....	4,352 ".....	TUESDAY, 23rd February, at Noon.
"AMERICA MARU".....	6,307 ".....	WEDNESDAY, 2nd March, at Noon.
"KOREA".....	11,276 ".....	THURSDAY, 10th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 28th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA".....	6,000 Tons.....	WEDNESDAY, 13th January, 1904
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1903.

D. E. BROWN, General Agent,  
Pedder's Street.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	30th Dec.	Freight.
Jaburg .....	ROTTERDAM and HAMBURG. (Calling at SINGAPORE).	10th January, 1904.	Freight and Passengers.
SAVOIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th January, 1904.	Freight.
AMBRIA .....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	28th January, 1904.	Freight and Passengers.
Duckstein .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	6th February, 1904.	Freight.
WURZBURG .....	NEW YORK Via Suez.	5th January, 1904.	
v. Binzer .....			
ALESIA .....			
Schnefeldt .....			
NUBIA .....			
von Hoff .....			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 4, Queen's Buildings,

Hongkong, 28th December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,138 ".....	C. F. Harrison, R.N.R.
"FATSHAN".....	2,260 ".....	C. F. Harrison, R.N.R.
"HANKOW".....	3,073 ".....	C. V. Harrison, R.N.R.
"KINSHAN".....	2,860 ".....	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,19 tons.....	Captain T. Hamlin.
----------------------	----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SALAM".....	588 tons.....	Captain H. Branch.
"NANNING".....	564 ".....	C. Butchart.
"TAK HING".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 7th November, 1903.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,  
3, DUDDELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP.....	Do.	First half of February	Do.	First half of February
TJIMAH.....	KOBE and YOKOHAMA.	First half of January	SINGAPORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,  
Hongkong, 28th December, 1903.

[1163c]

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

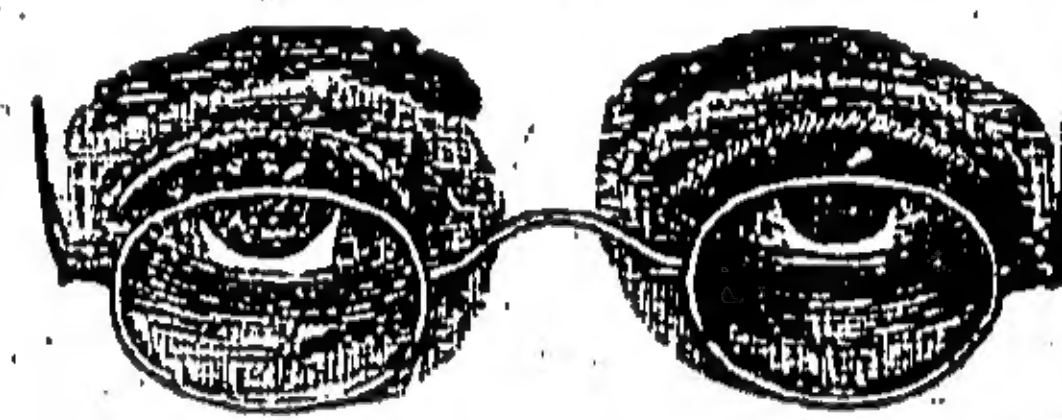
Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[5c]

## HOTEL CRAIGIEBURN,

"PUNKER'S GAP," the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

DEUTSCHE WEINGESellschaft  
DUHR & CO., COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRACHER, Moselle ..... at \$16.50  
LAUBENHEIMER, Hock ..... at \$15.00  
All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.  
Hongkong, 16th October, 1903.

[1259c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers,  
Hongkong, 15th August, 1903.

[19]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS.

16, DES VUEUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HANI  
BRAND, HARTMANN'S GREY PAINT,  
DANIEL'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS' STORES and REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.

Hongkong, 15th December, 1903.

[38]

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWEL-  
LERS and WATCHMAKERS.

EASTMAN'S  
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

20, QUEEN'S ROAD,  
Watson's Building.

401

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1120c]

Hongkong, 2nd April, 1903.

For full Particulars, &c., &c., Apply to  
W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager

Trained Mechanicians sent to Out-Ports to  
up Installations if required.

VOTE ADDRESS—1, ICE HOUSE ROAD.



## SURVEYING TIBET.

## THE STORY OF A SECRET SERVICE.

The only Englishman who ever got to Lhasa was Thomas Manning, of Caius College, Cambridge, the friend and correspondent of Charles Lamb, and subsequently the Chinese interpreter to Lord Amherst's Embassy to Peking. He went there, however, not to please the British Government, but to please himself; and he was so disgusted with the official treatment meted out to him on his return that he refused to tell any one anything about his journey. Since then the door has been closed to Englishmen, and to all persons known to be in British employ; but the India Office nevertheless knows all about Lhasa. It not only possesses the loose and vague information that naturally flows across a frontier. It possesses exact information and accurate maps—much better maps than any that the Lamas have. Colonel Y. Ungluisbnd, beyond question, is taking excellent maps with him on his present journey. How, the curious will wonder, has this been managed? It has been managed by the Secret Service branch of the Indian Survey Department, which is one of the most romantically interesting secret services in the world.

It is, of course, of the essence of a Secret Service that it should be secret. There are men who have spent twenty years in India without becoming aware of the existence of this service. But secrecy is a matter of degree. Absolute secrecy was impossible, and does not seem to have been aimed at. The secret agents have talked. Within limits they have even been allowed to talk. The Indian Government has itself revealed some of the secrets while ostensibly imparting geographical information in Blue-books. One can piece things together, and tell the story of the Service.

The Service was organised, far back in the sixties, by Colonel Montgomerie, who had himself done admirable work as a surveyor of the Himalayas, having triangulated 91,000 square miles, measured the height of K2, and taken observations from peaks of over 23,000 feet. How to survey "the back of beyond" was his problem; and his plan was to train native explorers who would be able to travel where white men would certainly be suspected and would probably be murdered. He recruited his agents, and taught them what it was good for them to know, but was careful not to teach them too much. They were taught, for example, to make a route survey by taking bearings with a compass and pacing the distances, and to take meridian altitudes with a sextant to determine altitudes. But they were not taught to reduce their observations, nor supplied with astronomical tables for fear lest they should "fake" fictitious work. When trained they were sent forth secretly, in suitable disguises, abandoning their names, and one may almost say their individualities, being known thenceforward only by mysterious initials, or numbers, or symbolic designations. We hear of them as "Pundit A," "K.P.," "Number Nine," "the Mirza," "the Mullah," "the Havildar," and the like.

A GLIMPSE OF THE GRAND LAMA. At first the Government did not lay its hands on the right men, and there were difficulties. The first explorer, one Muhammad-i-hamid, who went to Yarkand by the Karakoram, died at Leh, on his return home, under very suspicious circumstances. The second, a Pathan, happened to be implicated in a blood feud in the country to which he was despatched. He diverged to attend to it, with fatal results; and his papers were collected and sent back with compliments by the Akhund of Swat. Pundit B started for Lhasa, but lost nerve, and went off in another direction. The first real "find" was Pundit A.

Pundit A, when his identity was allowed to be disclosed, turned out to be a certain Nain Sing, a Bhutia subject of the British Government, born at Milan, in Kumaun. He had travelled with the Schlaghtwells in 1856 and 1857, and entering the Educational Department, had become the headmaster of a Government vernacular school from 1858 to 1863. In the latter year he was trained as an explorer, and he served in the Department of the Great Trigonometrical Survey for the next thirteen years. Pundits A and B started for Lhasa together, ostensibly acting as "vakils" to some Bishniris British subjects, who had been robbed while trading in Chinese territory, and sought redress from the Lhasa Government. When Pundit B turned back Pundit A went on. He got to Lhasa on January 10, 1866, and stayed there till April 24. He paid his respects to the Dalai Lama, "a fair and handsome boy about thirteen years old, seated on a throne six feet high," and understood to be in his thirteenth and last incarnation. It is from him that we know most of what we do know about Lhasa—that the city has a circumference of two and a half miles, and that the circumference of the Lama's residence is a mile and a half, and that owing to the prevalence of celibacy there are only 6,000 women in the place to 9,000 men and that woollen cloths and felt are manufactured there, and that the crops raised in the surrounding plain consist of barley, wheat, peas, mustard, radishes, carrots, onions, potatoes, beans, and other garden produce.

A still more adventurous journey was performed by this same Pundit in 1874. His instructions then were to set out from Leh, cross the vast lacustrine plateau of Tibet to Lhasa, and thence make his way down into Assam. Fear of detection prevented him from remaining more than two days in Lhasa on this occasion; but he made remarkable geographical discoveries, traversing 1,200 miles of country previously unknown, taking 276 astronomical observations for latitude and 497 for elevation on his way, tracing the unknown portions of the course of the Brahmaputra, demonstrating the existence of the vast snowy range of the Northern Himalayas, and ascertaining the existence of an unsuspected system of lakes and rivers. Pundit A, in short, if he had not

been a Secret Service agent, would rank with the Sven Hedin; and it is gratifying to know that, on his retirement, his services were well rewarded. The Indian Government granted him a village in addition to his pension, and a gold medal has been bestowed on him by the Council of the Royal Geographical Society.

THE ADVENTURES OF "THE ALMIGHTY ONE." Another Secret Service agent, who has managed to emerge from his obscurity is Kintoop, whom the Service knows as K.P. His name means "The Almighty One," and his portrait, which has been published, shows him to be as black as your hat, though it is said that he is not really much more swarthy than an Italian. He is thick-set, with a hairless face, with the tireless activity of a mountaineer, and a voice like that of a skipper bellowing his orders in the equinoctial gales. Captain Harman, R.E., discovered him, and set him his task. He was to ascertain whether the Tsang-po of Central Tibet was or was not continuous with the Brahmaputra. This meant that he had to enter a tract of country of which nothing was known except that the inhabitants were savage and regarded all strangers as their enemies. "The Almighty One" set off unarmed, carrying his life in his hands, almost perishing from cold and hunger. Presently he was captured and sold as a slave. He ran away, and continued exploring and taking observations while the pursuers were after him, following the Lower Tsang-po till his progress was absolutely barred, almost within sight of the Assam plains. Here he tried to communicate with friends lower down the river, according to arrangement with Captain Harman, by throwing into the water five hundred specially marked logs—in vain, because Captain Harman had died of frostbite caught among the snows of Kanchenjunga, and no one was looking out for the signal. However, Kintoop got back somehow, having followed the river nearly a hundred miles further than any previous explorer, and announced himself quite ready for any fresh expedition that might be proposed to him.

He went again to Tibet, and encountered adventures not less exciting than before. One of the difficulties was to find the way, for herdsmen bolted when he asked the direction of the passes, saying that they were forbidden by the law to give any information on the subject. Even Kintoop's representation that he wanted to worship a certain mountain failed to make any impression on them. He guessed the way, therefore, and followed it, crossing a pass some 17,000 feet high. Descending on the other side, he drew near a small village, and hid among the rocks to avoid attracting the attention of the villagers. He attracted, however, the attention of some dogs. The dogs barked, and their masters came and routed Kintoop out. They stripped him of nearly all his clothes and locked him up, announcing their intention of conveying him to headquarters to be dealt with, those being their orders with regard to all who entered their country from Sikim. But Kintoop, being a man of resource, escaped during the night, and made haste back to Sikim by the same road by which he had come.

"KIM" AND HIS ORIGINALS. "Such are the men who accumulate the information about the 'back of beyond' which is stored in the pigeon-holes of the India Office. Fulfilling the double rôle of spies and surveyors, they live lives of constant peril and adventures, for small reward, with little hope of fame. Most of them are still ciphers at the end of their career as at the beginning of it. The dagger or the poisoned cup would doubtless soon cut their career short if it were otherwise. But here and there, and now and then, an agent has emerged from his anonymity to talk, and to be talked about, and from their stories the story of all that it is good for the community in general to know about this Secret Service can be made out. Mr. Kipling has treated the facts romantically in "Kim," but, as will have appeared in the foregoing sober narrative, they are sufficiently romantic in themselves, and stand in little need of any such imaginative embellishment.

WRETCHED WRECKS. MADE STRONG AND WELL BY DR. WILLIAMS' PINK PILLS. Lung Diseases, Bronchitis, Consumption and Coughs often resist all ordinary treatment, and wreck wretched sufferers' health by their exhausting inroads. Dr. Williams' Pink Pills have a wonderful effect in such cases, where ordinary medicine fails, because they build up the health and weight, and expel disease from the system. Ordinary medicine tinkers with the disease, but meantime the patient grows weaker and weaker until he dies.

Here is a typical case. A reader who knows of anyone who is pale and sickly should act the "Good Samaritan," and call attention to it: "Mrs. Huntley, Pontywal, Monmouth, said: 'I had fairly good health up to four years ago, when I broke down completely. One doctor told me I was suffering from acute bronchitis, and another that I was in consumption. I felt myself wasting away day by day, and I became a complete wreck. I became so weak and debilitated that if I only went upstairs I had to gasp for breath. I expected every day would be my last. I attribute my recovery solely to Dr. Williams' Pink Pills. I happened to read of a case in which a woman suffering with a similar complaint to mine had been cured. I immediately gave the pills a trial, and felt better after the second bottle. After this I decided to drop all ordinary medi-

cine, and stick to the pills. The result is that I now feel as well as ever I did in my life.'"

Intimations. THE HONGKONG TELEGRAPH. 1, ICE HOUSE ROAD, HONGKONG. CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cöchin China, Ceylon, India and the Far East generally. A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America. A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT. The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East. Special attention given to effectively displaying advertisements. The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES. (per inch.) One week.....\$ 4.85 Two months.....13.00 Three ".....20.00 Six ".....37.50 Twelve ".....73.00 No charge less than one dollar. Discount allowed on— 3 Months Contracts..... 5 per cent. 6 ".....10 " 12 ".....25 "

DOMESTIC OCCURRENCES. Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly. CONTRACT ADVERTISEMENTS. Special Rates for standing advertisements can be ascertained from the Manager. Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear. Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING. Job Printing of all descriptions undertaken. PROGRAMMES. PAMPHLETS, CARDS, CIRCULARS, EXPRESSES. All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at THE HONGKONG TELEGRAPH OFFICE. Estimates given for all classes of work on application to THE MANAGER, HONGKONG TELEGRAPH CO., LD., 1, Ice House Road, Hongkong.

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**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 29th Dec., at Noon.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 29th Dec., at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 30th Dec., at Noon.
YAWATA MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	WEDNESDAY, 30th Dec., at 4 P.M.
NIKKO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE and ADELAIDE	FRIDAY, 22nd January.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALBO.

PORTS OF BRAZIL AND RIVER PLATE.

TOMORROW, the 29th December, 1903, at 1 P.M., the Company's Steamship "SALAZIE," Captain Nègre, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till NOON only on MONDAY, the 28th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 28th December, 1903. (1004c)

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
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Steamers.	Tons.	Captains.	1903-04.
Victoria	3,502	J. Truebridge	Dec. 30
Lyra	4,417	G. V. Williams	Jan. 20
Olympia	7,833	A. Dixon	Feb. 11
Shawmut	9,000	W. M. Smith	Feb. 19
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,502	J. Truebridge	Mar. 16

+ Cargo only. Steamers marked (\*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 24th December, 1903. (1874d)

**Masonic.**  
NOTICE.

THE DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA will hold its TWENTY-EIGHTH ANNUAL MEETING at the MASONIC HALL, TOMORROW, the 29th instant, at 9 P.M. All Master Masons are cordially invited to attend.

A. O. D. GOURDIN, D. G. Secretary, Hongkong, 24th December, 1903. (1546c)

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FOR SALE. HEATH'S PATENT HEZZANITH BELL SEXTANTS. Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap. Apply— "BOX," C/o Hongkong Telegraph Office, Hongkong, 22nd December, 1903. (1535c)

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A HIGH CLASS PRIVATE HOTEL.  
LADIES' AFTERNOON TEA ROOMS.  
PRIVATE BAR AND BILLIARD ROOMS.  
Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table d'Hôte at Separate Tables. For Terms, &c., apply to the MANAGER. Hongkong, 23rd October, 1902. (1119d)

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OF ALL DESCRIPTIONS, from the best makers. INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices. Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock. TAI KWONG CO., 55, Lyndhurst Terrace, Hongkong, 1st December, 1903. (1375c)

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**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**  
THE Undersigned AGENTS of the above Company are prepared to accept Fire Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & CO., Hongkong, 14th May, 1899. (13c)

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FLUID, OIL, CRUDE FLUID, POWDER, EMBOCATION, SOAPS, DISINFECTORS, INHALERS, FUMIGATORS.

COLDEST FLAGRANT NON-POISONOUS DOES NOT STAIN. KILLS ALL DISEASE GERMS. OXYGENATES THE AIR.

Sulphur Gerdion's Formic Fumigator. KINZETT'S PATENT.

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd., Bethnal Green, LONDON, E.

**DISINFECTANTS.**  
DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Connaught Road Central, Hongkong, 9th February, 1903. (20c)

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The sufferer and the remedy. Mrs. Huntley's life was saved by Dr. Williams' Pink Pills.



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B.—OLD VINTAGE, super-

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C.—FINE OLD VINTAGE

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Seal Capsule 20.00 1.70

D.—VERY FINE OLD VIN-

TAGE, extra superior, (old

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NOTE.—Port, after removal, should be

rested for a month before use.

Wine required for IMMEDIATE use

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Invalids and general use, and are too well

known to need further comment.

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A. F. CODE.

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TELEPHONE, 234.

Hongkong, 20th March, 1903. [355e]

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All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee House Road,  
and should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
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The Editor will not undertake to be responsible for  
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Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 28, 1903.

AT THE PORTAL.

Within the memory of many, the Empire

of Japan has, by adapting all that which is

most practical and perfected in our civiliza-

tion of the West, so developed her trade that

to-day she has become a competitor on most

of the markets of the world, and strength-

ened and organized her naval and military

power to a degree that ranks her as a fight-

ing force with several of the European

nations. This amazingly rapid change and

extraordinary development in a race, which,

but a few decades past, clung to its tradi-

tions of exclusiveness with a jealousy that

amounted to fanaticism, has, thanks to the

consummate skill of Japanese statesmen,

been effected without any loss to the

splendid national spirit of the people.

Individuality of character in the Japanese is

the same as it was two thousand years ago.

The cream has been gathered from our

progress. The merchants of Japan have adopt-

ed our business methods to secure a share in

the trade of the world; her shipowners

possess vessels built in European yards, or

copied from plans used by our ablest

constructors; her Navy and Army are modelled

and armed on the latest principles, resulting

from the progress of the West. But the soul

of her people is the same; her religious tradi-

tions and moral teachings have not changed;

the hereditary respect for the noble, the

superior and the teacher remains, and the

duty of the subject to the Emperor—the

desire to defend and preserve national in-

dependence and prestige is as strong as

ever. Therein lies the strength of

this Nation, which stands on the thresh-

old, anxious and expectant, but not afraid,

ready to go through the portal leading

to a struggle on the success of which

its very existence will probably depend.

Japanese exchanges to hand state that the

following conditions constituted Russia's

reply to the Empire of Nihon. 1.—The

Korean Empire shall be divided in two at

Ping-Yang river. The southern half will be

placed under Japanese influence and the

northern half under Russian influence. 2.—

Russia shall be allowed to lease three

important places in China besides Port

Arthur and Dalny. 3.—The Wiju-Iukao

Railway to be financed jointly by Japan and

Russia. 4.—Russia shall be entitled to sta-

tion railway guards up to 40,000 men along

the Manchurian railway. Space does not al-

low us to consider these propositions article

by article, but a casual glance at the

leading paragraph will suffice to make

evident the absolute inadmissibility

of Russian aspirations. The occupation of

the north-eastern littoral of Korea, from the

Ping-Yang river to the Yalu by the Muscovite

forces would turn the bay of Korea into a

Russian sea, since Port Arthur, situated

as it is at its entrance, would serve as a

base from which the Czar's fleet could easily

close all access. This would also mean that

Yong-am-pho and Wiju, would be in

Russian territory, and it would depend on this.

Power to consent to their becoming open

ports. Indeed, if this proposal is exact it

would look like a reply in the negative

to the recent demands of the United States

with regard to the latter port. Certain it is

that Russia's answer has proved unacceptable

to the Government of Japan, who has asked

for a reconsideration of the same, a

full authority to leave home waters with-

out applying for permission of the Naval

Ministers when they think it necessary.

Russia by her tergiversations and the con-

tinued declarations of her statesmen, to the

effect that a peaceful issue was assured, has

cunningly sought to throw the blame of the

almost inevitable rupture on Japan, hoping

thus to enlist outside feeling on her side, or

at least to avoid it taking an openly hostile

character. It is also probable that in St.

Petersburg there is some anxiety as to the

attitude of the United States, since the in-

tervention of that Power with intent to

maintain her demands, already formulated

with regard to Manchuria, would undoubtedly

be considerably embarrassing to Russian

aspirations. However, come what may, the

clock ticks on, and each hour, each minute

as it dies brings us nearer to the expected

answer. To those who have any intimate

knowledge of the brave little nation, born

but yesterday into our civilization; to those

who have studied the history and the soul

of its people, there, comes a vision

of an old-time warrior of Nihon,

clad in full armour the embroidered

jin-baori (war-coat), the kamishimo (shirt of

mail), the imposing kaburi (helmet)—stand-

ing under a torii looking out along a long

white road. He chants a war-song and

watches as if waiting the coming of a foe.

It might be Kiyomasa, the national hero of

Japan, who stands like his compatriots of

to-day, ready and prepared, looking through

the portal.

LOCAL AND GENERAL.

The Kawasaki Dockyard Co. have declared

dividend of 12 per cent per annum.

The British steamer *Firth of Forth*, 1,168

tons, has been sold to Mr. Harada of Osaka for

£10,000.

The Seoul-Fusan railway is getting on; 33

miles on the Seoul side and 23 on the Fusan

side are to be opened for traffic very shortly.

The steamer *Scotty* has arrived at Buenos

Ayres from her Antarctic expedition. She

succeeded in reaching a position 70° 35' south of

the Equator.

ONE by one the members of the Hongkong

junta are drifting back to their native land

and taking the oath of allegiance to the United

States government.

The cruisers *Isukushima*, *Hatcho*, and

*Matsushima* have taken on board this year's

graduates of the Yotajima Naval College, 185

in number, and are to cruise in home waters

for the time being and leave for foreign ports

in April next.

THE business depression in the Yangtze

valley is described as unprecedented by the Osaka

*Shimbun*. War rumours coupled with ap-

prehension about China's ability to pay her

indemnity seem to have had an injurious effect

on trade. The freight business also suffered

greatly, except that to Szechuan. It is believed

that shippers on the Yangtze have been un-

able to net their usual profits.

A TELEGRAM was received at Manila on 19th

inst. stating that the steamship *Si Ude*, recently

out from New York City, had struck the

Suez Canal gate and was leaking badly. The

vessel had aboard merchandise consigned to

the insular government to the value of \$34,000,

and 212 kegs of centavos of the Philippine

currency, valued at \$21,500. The message stated

that the vessel was fully insured.

THE British Electric Traction Company and

the Brush Electric Company have notified the

Shanghai Municipal Council that owing to the

stringency of the money market in London

there is no chance of the tramways being com-

menced within the time stipulated, April next.

A NATIVE journal at Shanghai is informed

that the British expedition to Tibet was due

to the report that China intended to surren-

der that region to Russia in exchange for Man-

churia.

THE *Singapore Free Press* says that the

Sultan of Johore will shortly cause a law to be

promulgated in Johore which is to have the

effect of prohibiting nonyas or Straits-born

Chinese women from frequenting the gam-

bling farms in Johore.

His Highness the Sultan of Johore accompanied

by Ichi Mustapha bin Jaffar, the State Auditor,

and Ichi Ismail bin Bachok, the Commis-

sioner of Police, proceeds to Europe by the

French mail leaving Singapore on 4th January

next. H. H. will be absent for about two

years.

THE *Straits Times* reports that the Singapore

Volunteer F.C., formed three years ago,

are to be disbanded at an early date. For

some time it has been evident that the Corps

was on its last legs; unfortunately the efforts

of the officers and a few members to bring about

more enthusiasm have been of no avail.

AT a Municipal meeting at Rangoon, con-

vened to consider the revised tenders received

for electric lighting and traction there, a re-

solution was a motion recommending the local

Government to grant a license to the Brush

Electrical Company, whose tender the Muni-

cipal Engineer considered the most favourable

out of the four tenders received.

MR. R. M. Little, the Resident of Province

Alcock in British North Borneo, reports that

the regular running of the Norddeutscher

Lloyd steamers is a great boon to all traders

and the European public there. He is of

opinion that any British line which may enter

into competition with this German Company

must be prepared to keep to its time tables.

A DROWNING fatality occurred in the harbour



## TELEGRAMS.

(Route's.)

## Railway Accident in the United States.

LONDON, 25th December.  
The East-bound express on the Baltimore-Ohio Railway while running at a high speed was derailed at Connelleville, Pennsylvania, and the cars telescoped. Over fifty passengers were killed.

## The Situation in the Far East.

The Premier and War Minister of Japan yesterday visited Marquis Ito and Count Yamagata; the meeting is believed to be in connection with important developments.

26th December.

The Russian reply is still undelivered, but is expected at any moment and awaited with the keenest anxiety in Europe. Russian diplomatic circles in St. Petersburg profess optimism and expect a pacific solution.

The Russian newspapers are displaying great irritation against the English Press whose attitude seems to excite even greater animosity than is displayed against the Japanese.

## The Panama Republic.

Great Britain has recognised the Panama Republic.

(Der Ostasiatische Lloyd.)

## Far Eastern Situation Serious.

Berlin, 14th December.

The situation in the Far East is now considered to be serious by the British Government. The German Government still thinks that a conflict between Russia and Japan can be avoided. The contents of the Russian answer to Japan, however, are not yet exactly known. But there is time enough for new negotiations, until the election of a new Diet in Japan will become imminent. In the meantime the Governments of Germany, Great Britain and France are all trying their best to ensure that peace will be maintained.

## The Kaiser's Health.

The splendid condition of H. M. the Kaiser has now been confirmed by King Christian of Denmark and Grand Duke Vladimir, who have visited the Kaiser in Potsdam. The latter has gone with the Kaiser to Hanover to participate in the military festivals to be held there.

## British-German Legion Honoured.

On the occasion of the secular festival of the British-German Legion in Hanover H. M. the Kaiser conferred a medal upon all present members of the late old Hanoverian troops, which are now garrisoning in Hanover, Waandbeck and Bish.

## The Kaiser's Voice.

Berlin, 21st December.

The loud, clear voice of H. M. the Kaiser was noticed by all present when he delivered his speech in Hanover.

## Russia and Japan.

THE MANCHURIAN QUESTION.

The report of the Standard, according to which Japan has rendered an ultimatum to Russia, is said, according to Japanese statements, to be incorrect. It now becomes known, that Russia has absolutely refused to make any concession with regard to Manchuria, but that she is willing to negotiate with Japan about Korea. The Governments in Berlin and Paris are still maintaining the hope that the Tokyo conferences will be brought to a peaceful end.

## Royal Engagement.

The Grand Duke of Mecklenburg-Schwerin has become engaged to Princess Alexandra of Cumberland. The relations of Prussia to the Guelfs are thereby in no way altered.

(N. C. D. News.)

## A Christmas Audience with the Mikado.

Tokyo, 21st December.

The late grand Viceroy of Persia, Ali Assefer Khan, accompanied by Sir Claude MacDonald, British Minister, is to be received in audience by H. I. M. the Mikado, on Christmas day forenoon, and will subsequently attend the royal life at noon.

## The Seoul-Fusan Railway.

An Imperial Ordinance is forthcoming placing the Seoul-Fusan Railway under direct Government supervision for speedy completion.

## Marine Casualties in Japan.

Tokyo, 22nd December.

The Nippon Yusen Kaisha steamers *Mutsu Maru*, 915 tons gross, and *Shiragawa Maru*, 1,344 tons gross, are reported badly ashore near Muroran and Onayetaki respectively. The passengers and crews have been saved. It is feared that the *Shiragawa Maru* will be a total loss.

## The Crisis.

Kobe, 22nd December.

The following steamers have been chartered (by the Government):—

*Tachibana Maru*, O.S.K., 3,320 tons gross,  
*Asio Maru*, M.B.K., 1,705 tons,  
*Wakana Maru*, N.Y.K., 2,527 tons,  
*Sakura Maru*, N.Y.K., 2,979 tons,  
*Kokura Maru*, N.Y.K., 2,556 tons,  
*Ariake Maru*, M.B.K., 2,088 tons,  
Mandarin formerly the *Pembroke*,  
and three others.

In his conference with Baron Rosen on Monday, Baron Komura demanded that Russia should reconsider her recent unsatisfactory reply, but it is considered here that Russia is now unable to make further concessions.

The situation is most grave. A *casse belli* will possibly be found in Korea, although Japan's chief contentions largely concern Manchuria.

Japan's naval and military forces are ready to act on the shortest notice.

Kobe, 23rd December.

The political outlook is growing darker. The naval authorities have recalled the students in the Naval Accounts School, who had left for the winter vacation, and they have been ordered to rejoin their corps immediately. The Russian reply denies that Manchuria is in the scope of the negotiations with Japan, an challenge Japan's view of the situation in Korea.

Core i. now the crux of the difficulty. Reports of mobilisation are current at Tokio, but are premature, no order having yet been given.

The Nippon Yusen Kaisha steamers previously reported have not yet been chartered.

(Shanghai Mercury.)

## A Russian Loan in Germany Contradicted.

Berlin, 23rd December.

On the Berlin exchange nothing is known about the Russian Government trying to raise a loan in Germany.

(Japanese Exchanges.)

## Russia's Reported Reply to Japan.

INGENIOUS RUSSIAN TACTICS.

London, 14th December.

Regarding the Russian reply to the Japanese demands, great efforts are being made, apparently by Russian inspiration, to show that Japan is satisfied with Russia's answer.

According to information from St. Petersburg, the Russian Imperial Council will hold a meeting on the 20th. The Czar will preside at the conference. It is said that the draft of a reply to the Japanese demand is already made up.—*Fiji Shimp*

[In a version of this telegram which was published yesterday, it is possible that an error was made in stating that the Russian reply to Japan would be considered at the Czar's Council on December 20th. It will be noted that the above message states that the draft of an answer is ready, and this would not be inconsistent with the report that a communication had been received from Russia by the Tokio Ministry of Foreign Affairs on the 11th inst.—*Ed., Kobe Herald*]

## Similarity of British and Japanese Interests.

London, 14th December.

The *Morning Post* has again published an article in which it emphasizes the similarity of British and Japanese interests in the Far East.

## Russia and Manchuria.

STRONG ARTICLE IN THE "NOVOE VREMIA."

London, 15th December.

The *Novoe Vremia* publishes an article by Siromyatnikoff, a well known Russian writer. The article declares that Russia cannot restore either the whole or a portion of Manchuria to China. The Manch Dynasty, the writer says, is now recognised as a thing of the past.

## England and Japan.

London, 15th December.

The *Morning Post* in another leading article on the situation in the Far East declares that it is Great Britain's clear duty to support Japan.

## The Crisis.

THE ATTITUDE OF THE U. S.

London, 16th December.

It is reported from St. Petersburg that Government circles there are eagerly discussing the probable attitude of the United States with regard to Manchuria.

Berlin, 16th December.

The French and English press now agree with the German papers that the dissolution of the Japanese Parliament will prevent hitches which might disturb the pending negotiation.—*Deutsche Japan-Post*.

## The German Emperor's Speech.

THE IMPORTANCE OF KLAUSCHOU.

Berlin, 16th December.

Kaiser Wilhelm yesterday received the President of the German Reichstag, Count Ballestrem, and the two Vice-Presidents, Count Ballestrem stated afterwards that the Emperor has recovered his usual vivacity and that his voice is as plain and clear as ever. The Kaiser mentioned that it is a necessity for Germany to participate in a world-policy. He dwelt on the importance of Klauschou and pointed out that in these countries railways would aid their development, being of vital importance.—*Deutsche Japan-Post*.

## South African Labour.

CHINESE GOVERNMENT PERMITS

EMIGRATION.

London, 14th December.

The Chinese authorities have withdrawn their objection to the engagement of labourers for the South African mines.

London, 16th December.

South African opinion is unanimous that industrial stagnation is inevitable in the Transvaal unless the labour supply can be augmented.

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 26th December.

XMAS.

Christmas passed off pleasantly. The weather was delightful. The ships in the harbour were all decorated and gave the harbour a real holiday appearance.

## FIRE.

A fire broke out last night near the Little North Gate and destroyed about a dozen houses. There was very little wind blowing and the fire did not spread very rapidly. Had the fire occurred a few days earlier when there were high winds a large part of the city must have been burned.

## RAILWAY.

The Canton-Fatshan branch of the railway continues to do a good passenger business. Upwards of a thousand passengers are carried every day. Men are being sent out along the route of the main line to Hankow and work

will be begun within a month on this line. The exact route has not yet been decided upon but it is only a matter of a few days before all will be ready for work.

## INSURANCE.

New lines of business are springing up in and around Canton. A few years ago no one thought that Life Insurance among the Chinese could be undertaken with any success. Now several companies are doing a good business and the Chinese are taking very favourably to insurance, while little difficulty is being found in adjusting claims. But difficult as life insurance seemed the difficulties connected with it are slight compared with those that confront the Fire Insurance business. It seems difficult in Hongkong to keep the Chinese from burning down their buildings in order to secure insurance. In Canton and the towns about there appears no way of finding out how a fire has originated. Yet agents are at work in the city and surrounding country taking risks on the Chinese buildings. It may be safe and the Chinese are likely to take to it, but the honest man is sure to pay for many dishonest claims.

## AFFAIRS IN THE NORTH.

Following are items clipped from Northern exchanges to hand this morning:—

It was reported at Tient-in that the "three-fold lever,"—France, Germany, and Russia—was to be brought into operation again to coerce Japan; but Japan is in a very different position now from that she occupied eight years ago.

A Shanghai vernacular organ is informed that the Russian garrison at Haicheng comprises 1,500 men, but the barracks recently erected there by the Russians could accommodate twice that number.

The *Sin Wan Pao* learns from a Kinchow despatch that recently a body of Koreans, over a thousand in number, crossed the Yalu River into Lingkiang District (Chinese territory) where they had been committing all kinds of depredations, as robbery, rapine and arson; to the great discomfort and annoyance of the people of the district. Consequently, Tartar General Tsengchi has despatched a punitive expedition against these lawless bands.

The *Saiyen* is reported to have reached Mokpo and landed some mail to restore order. In connection with this the *Dampo Shimbu* publishes a stange item of intelligence, namely, that the Korean officials opened fire on the *Saiyen's* marines as well as on the refractory Korean coolies, the sequel of which act of war was that the Japanese police arrested some Korean police. A very remarkable incident, but too mixed to be intelligible and very probably turned upside down. The Korean Government has sent Mr. Yun Chi-ho to Mokpo in some official capacity connected with the disturbance.—*Japan Mail*.

The *N. C. D. News* understands that the reason so many Japanese curio-dealers have been selling off their stocks is that those of them who are reservists have been ordered to prepare for an immediate return to their regiment.

In view of the fact that the Peiyang troops are not wholly armed with modern weapons, especially the members of the Peking Field Force, the Throne has now decided to have an arsenal erected in Peking.

Japanese journalists have met in Tokio and adopted a resolution declaring that the Address to the Throne voted by the House of Representatives truly expressed the sentiment of the nation, and that the Cabinet, by dissolving the Lower Chamber and withholding the Address from the Sovereign, has been guilty of a grossly unconstitutional act.

The attempt to float a new Russian loan in Paris for the equivalent of 7 millions sterling to cover the deficit on the working of the country's railways, calls attention in a forcible manner to the depressed state of trade in Russia. For 1900 the deficit was 20,000,000 roubles, for 1901 it was 32,920,000 roubles and for 1902 it was 45,000 roubles, and for the current year the balance on the wrong side promises to be even greater than this last-mentioned figure.

The *Novoe Vremia* publishes a dispatch from Vladivostok saying that Admiral Alexieff has postponed till January his visit to St. Petersburg. The *P. and T. Times* say it is reported that the Waiwupu, being anxious for the safety of the Tartar General at Fengtien (Moukden), ordered him to come to Peking at once, and the reply came back that he had died the previous day.

The *Gazette* is informed that since the visit of the French Minister to the Waiwupu on the 11th ultimo, when he proposed to act as mediator between China and Russia, he has repeatedly called on the said Board, but the members, knowing the object of his constant visits, would discuss with him on all matters but not that of the Manchurian question.

On the 21st ult., the official launching took place at Port Arthur of the torpedo boat *Sialoi*, the last of the series of twelve built there. The first six have been already completely equipped and have commenced their work. Their speed has exceeded that stipulated for and has reached 30 knots.

The *Echo de Chine* says that it is wired from London that Russia's reply to Japan will necessitate supplementary negotiations, as it does not settle the important questions; but the pessimist news that comes from Japan is universally accounted exaggerated.

It is reported that the Tartar General Tseng Chi recently wired to Peking that the Russian authority had demanded \$50,000,000 compensation for what she had spent on Manchuria and the lease of the Yalu Valley for twenty-five years. It is also sauntered that the Tartar General has been denounced to the Throne by censor Chiang Shih-hsing for being unable to prevent the Russians from re-occupying Fengtien.

Some Tokio papers publish a telegram from Seoul stating that Yi Keun-saik, a noted Russian official, in his capacity of the War Minister, has recently concluded an agreement

with the Russian Representative, M. Pavloff, to the effect that in the event of war between Japan and Russia, Korea shall employ the service of Russian officers. Even the rates of pay are reported, namely, ¥400 for staff officers, and ¥250 for officers of junior rank.

The *Universal Gazette* is informed that Prince Ching has been recently advised by Hu Weitah, the Chinese representative at St. Petersburg that whatever might be the outcome of the negotiations between Russia and Japan which were reported at present to be progressing favourably towards a pacific settlement, nevertheless China should be fully prepared for the worst and for any emergency. Yang Chu, the Chinese Minister at Tokio, has telegraphed to Peking giving the same counsel.

## COMMERCIAL.

Advices from Shanghai, dated 21st inst., report business done:—North China at Tls. 250. Shanghai and Hongkong Wharfs at Tls. 215 for December. Indo-Chinas at Tls. 55 for December. Farnham, Boyds at Tls. 120 1/2/125 for December and Tls. 127 1/2 for March. Shanghai Lands at Tls. 105. Maatschapijs at Tls. 316/315 cash, Tls. 330 for March. Pulp at Tls. 112 1/2. Hall and Holz at \$33. Following were quotations on 24th inst.:—Indo-Chinas at Tls. 54 for March. Farnham, Boyds at Tls. 120 1/2 for December. Maatschapijs at Tls. 320 for March. Pulp at Tls. 120.

## TO-DAY'S EXCHANGE.

IN LONDON, Telegraphic Transfer ... 8 9/16  
Bank Bills, on demand ... 1/8  
Credits, 4 months' sight ... 1/19  
D/m's 4 months' sight ... 1/9 1/2  
ON BERLIN, (demand) ... M. 1/75  
ON PARIS, Bank Bills, on demand ... 216  
Credits, 4 months' sight ... 219 1/2  
ON NEW YORK, Bank Bills, on demand ... 41 1/2  
Credits, 30 days' sight ... 42 1/2  
ON BOMBAY, Telegraphic Transfer ... 127 1/2  
On demand ... 127 1/2  
ON SHANGHAI, Telegraphic Transfer ... 714  
Private 10 days' sight ... nom.  
ON YOKOHAMA, T.T. ... 84  
Sovereigns, Bank's Buying Rate ... \$11.63  
Gold Leaf 100 touch, per tael ... 60.45  
Bar Silver ... 25 13/16

## OPUM QUOTATIONS.

To-day's quotations are as follows:—  
MALWA NEW ... @ 920/950  
LAST YEAR ... @ 970/1,040  
OLDEST ... @ 960/1,100  
PATNA NEW ... @ 1,240  
BENARES NEW ... @ 1,240  
PERSIAN (PAK) ... @ 810/850

## To-day's Advertisements.

## NEW YEAR EXCURSION TO MACAO.

THE Steamship  
"WING CHAI"  
will run an EXCURSION TRIP TO MACAO on NEW YEAR DAY, starting from Hongkong at 8.30 A.M. returning at 7.30 P.M.  
MING ON & CO.  
Hongkong, 28th December, 1903. [15602]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.  
THE Company's Steamship  
"HAILONG,"  
Captain Evans, will be despatched for the above Port, TO-MORROW, the 29th instant, at Daylight.  
For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers.  
Hongkong, 28th December, 1903. [15522]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship

"HAICHING,"  
Captain Passmore, will be despatched for the above Ports on WEDNESDAY, the 30th instant at 11 A.M.  
For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers.  
Hongkong, 28th December, 1903. [15572]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.  
THE Company's Steamship

"HIMERA,"  
Captain Lockhart, will be despatched as above on or about MONDAY, the 4th January.  
For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.  
Hongkong, 28th December, 1903. [14542]

"SHIRE" LINE.  
FOR LONDON AND HAMBURG.  
THE Company's Steamship

"FLINTSHIRE,"  
Captain J. M. Haffner, will be despatched for the above Ports, on or about SATURDAY, the 2nd January.

FOR LONDON, HAVRE AND HAMBURG.  
THE Company's Steamship

"DENBIGHSHIRE,"  
Captain A. E. Evans, will be despatched for the above Ports on or about FRIDAY, the 15th January, 1904, to be followed by the Steamship "RADNORSHIRE."

These Steamers have Superior Accommodation for Passengers.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 28th December, 1903. [15372]

## To-day's Advertisements.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship  
"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.  
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 28th December, 1903. [15582]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

"GAELIC."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding discharge and undelivered by WEDNESDAY, the 30th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON, Acting Agent.  
Hongkong, 28th December, 1903. [15582]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.  
THE Steamship

## "GLENLOCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd January will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & CO.,  
Hongkong, 28th December, 1903. [15582]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BAVERN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY, the 25th December.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 31st December, at 9 A.M.

All Claims must reach us before the 5th January, 1904, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO., Agents.  
Hongkong, 25th December, 1903. [15612]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "MAZAGON,"

FROM BOMBAY AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf, 22 B.I.S.M. and B. & P. S. N. Co.'s Steamers.  
From Alleppey, 22 S.S. *Narva*.  
Goods not cleared by the 2nd January, at 1 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 28th December, 1903. [15612]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "CHARLES THERGHIEN,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 5th January, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO. LIMITED, Agents.  
Hongkong, 28th December, 1903. [15662]

## To-day's Advertisements.

## WANTED.

A EUROPEAN NURSE, to travel with a Lady and Gentleman and take charge of a CHILD seven months old.  
For further particulars, Apply to—  
Mrs. JOHN WHALLEY, 410 Peak Hotel.  
Hongkong, 28th December, 1903. [15582]

## EOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above LOD



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"TYDEUS"	On 27th December.
LASGOW and LIVERPOOL	"NESTOR"	On 1st January.
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
LASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
LASGOW and LIVERPOOL	"PINGYUEV"	On 22nd January.
LASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
LASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "PYRRHUS" has arrived and leaves for Shanghai to-morrow.

S.S. "NESTOR" left Singapore on the 26th inst., and is due here on the 1st January.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	"DARDANUS"	On 5th January.
MARSEILLES, LONDON & ANTWERP	"YANGTZE"	On 19th January.
LIVERPOOL	"NESTOR"	On 2nd February.
ANTWERP	"KEEMUN"	On 9th February.
ANTWERP	"KINTUCK"	On 16th February.
ANTWERP	"MOYUNE"	On 1st March.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TYDEUS"	On 29th December.
all PACIFIC COAST PORTS, via	"PINGSUEY"	On 24th January.
NAGASAKI, KOBE and YOKOHAMA		

S.S. "CALCHAS" from Tacoma has arrived.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th December, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HANGHAI	"KANSU"	29th December.
MANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	30th "
MANILA	"KAIFONG"	30th "
OBE	"TAIYUAN"	4th January.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th December, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
AFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at 10 A.M.
UBI	2540	R. W. Almond	MANILA	SATURDAY, 9th Jan., at 10 A.M.
ERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th December, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## YOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
OSETTA MARU	H. S. Smith	3,876	TUESDAY, 29th December, at 11 A.M.
OHILLA MARU	Ernest Bent	3,869	SATURDAY, 2nd January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 23rd December, 1903.

K. NAKASHIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.  
HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE (Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin, and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamers run an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073e]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [372e]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above on WEDNESDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 23rd December, 1903. [1539e]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Le Colpeller, will be despatched for the above Ports on or about WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd December, 1903. [1040e]

## FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the above Ports, on FRIDAY, the 1st January, at Noon.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 24th December, 1903. [1547e]

## FOR YOKOHAMA, KOBE AND TSINGTAU.

THE H.A.L. Steamship

"BADENIA,"

Captain Rorden, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 24th December, 1903. [1548e]

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on SATURDAY, the 9th January, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 17th December, 1903. [1512e]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SIKH" About 12th Jan.

"SAGAMI" 26th Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 21st December, 1903. [1510e]

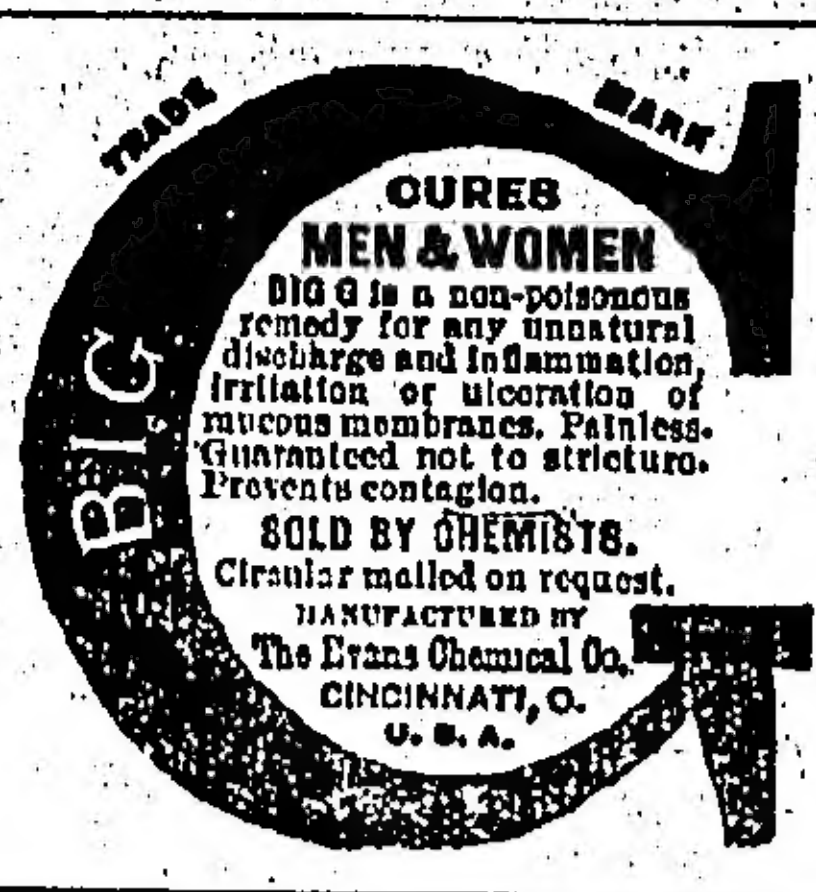
## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 21st September, 1904. [455e]

## Intimation.



## THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory.

On the 28th at 11.45a. The barometer has risen over E. Japan, fallen quickly over N. China.

The depression lying over NE. Japan yesterday has moved away over the Pacific. Another depression probably exists over Manchuria. Pressure is high over SE. Japan and Central China.

Gradients decreasing with fresh to moderate monsoon in the Formosa Channel. Strong monsoon over the China Sea.

Forecast:—moderate N. winds; fine.

	Dec. 27 at 10 a.m.	Dec. 27 at 4 p.m.
Barometer	30.21	30.13
Temperature	64	64
Humidity	77	68
Rainfall		

## CHINA COAST METEOROLOGICAL REGISTER.

December 28th, 1903, a.m.

Bar. Th. Hu. Wind W.

	7 a.m.	10 a.m.	1 p.m.	4 p.m.	7 p.m.
Vladivostok	30.08	30.08	30.08	30.08	30.08
Nemuro	30.17	30.17	30.17	30.17	30.17
Hakodate	30.30	30.30	30.30	30.30	30.30
Tokio	30.30	30.30	30.30	30.30	30.30
Kochi	30.27	30.27	30.27	30.27	30.27
Nagasaki	30.27	30.27	30.27	30.27	30.27
Kagoshima	30.23	30.23	30.23	30.23	30.23
Oshima	30.16	30.16	30.16	30.16	30.16
Naha	30.09	30.09	30.09	30.09	30.09
Ishigakijima	30.09	30.09	30.09	30.09	30.09
Taihou	30.19	30.19	30.19	30.19	30.19
Taipei	30.18	30.18	30.18	30.18	30.18
Tainan	30.08	30.08	30.08	30.08	30.08
Koshu	30.04	30.04	30.04	30.04	30.04
Pescadore	30.13	30.13	30.13	30.13	30.13
Weihaiwei	30.13	30.13	30.13	30.13	30.13
Gutialaf	30.36	30.36	30.36	30.36	30.36
Sharp Peak	30.26	30.26	30.26	30.26	30.26
Amoy	30.22	30.22	30.22	30.22	30.22
Swatow	30.21	30.21	30.21	30.21	30.21
Canton	30.21	30.21	30.21	30.21	30.21
Hongkong	30.23	30.23	30.23	30.23	30.23
Victoria Peak	30.21	30.21	30.21	30.21	30.21
Gap Rock	30.21	30.21	30.21	30.21	30.21
Macao	30.22	30.22	30.22	30.22	30.22
Haiphong	30.22	30.22	30.22	30.22	30.22
Manila	30.22	30.22	30.22	30.22	30.22
Bacolod	30.22	30.22	30.22	30.22	30.22
Iloilo	30.22	30.22	30.22	30.22	30.22
Cebu	30.22	30.22	30.22	30.22	30.22
C. St. James	30.22	30.22	30.22	30.22	30.22

## HONGKONG AVERAGE MARKET PRICES.

Corrected 9th December, 200 cts. per \$ Mex.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
"Comed—Ham Ngau Yuk	17
"Roast—Shiu	17
"Brast—Ngau Lam	17
"Soup, Tong Yuk	17
"Steak—Ngau Yuk Pa	17
"Serjain—Ngau Lau	17
"Sausages—Ngau Yuk Chung	17
Bullock's Brains—"Know" per set	8
"Tongue fresh—Ngau Li	45
"Corned—Ham Ngau Li	55
"Head—Ngau Tau	17
"Heart—Ngau Sum	17
"Hump—Ngau Kim	17
"Feet—Ngau Kim	17
"Kidneys—Ngau Yiu	17
"Tail—Ngau Mei	17
"Liver—Ngau Con	17
"Type (undressed)—Ngau To	17
Calves' Head and Feet—Ngau chait-tau-keok	17
Mutton Chop—Yeung Pai Kw	17
"Leg—Yeung Poi	17
"Shoulder—Yeung Shau	17
"Chillings—Chi cheong	17
"Brains—Chi Know	17
"Feet—Chi Kerk	17
"Fry—Chi Chak	17
"Heart—Chi Shun	17
"Kidneys—Chi Yiu	17
"Liver—Chi Kon	17
"Pork Chop—Chi Pai Kwat	17
"Comed—Ham Chu Yuk	17
"Leg—Chu Poi	17
"Fat or Lard—Chu Yau	17
Sheep's Head and Feet—Yeung Tau	17
"Keok	17
"Heart—Yeung Sum	17
"Kidneys—Yeung Yiu	17
"Liver—Yeung Con	17
Sucking Pig, To Order—Chu Chai	17
Suet—Sang Ngau Yau	17
Mutton—Sang Yau Yau	17
Veal—Ngau Chai Yuk	17
"Sausages—Ngau Chai Yuk Tong	17

## POULTRY.

Capons, Large, Small—Sin Kai	21	22
Ducks—AP	21	21
Doves—Pan Kau	21	21
Eggs, Hen—Kai Tan	per doz	10
Fowls, Canton—Kai	lb	21
Hainan—Hoi Nam Kai	21	20
Geese—Ngoi	21	20
Geese, Wild Shanghai—Sheung Hoi Ye	21	20
"Nga	21	20
Musk-Deer—Wong Keng	pair	\$1.40
Hare—Tu Chai	each	70
Partridge—Che Khoo	60	60
Phenasant—Shao Kai	pair	1.40
Pigeons, Canton—Pak Kup	each	21
Hoihow—Hoihow Pak Kung	24	24
Quail—Um-Chun	—	17
Wild Birds—Wo Fa Cheuk	dozen	21
Snipe—Se Chui	each	28
Curlews, Cock—Fo Kai Kung	each	65
"Hwa Yee	each	65
Wild Ducks, Shanghai—Sui ap	pair	80
Real, Shanghai, Sui Ap Kai	each	80
Wild Ducks Canton—Sang Shing Sui	21	21
Apes—	each pair	21







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